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1. ARCTIC CAT 1997 SNOWMOBILE MODELS
... other sled on the trail, but it also keeps the rider's center of gravity low for ... at the finish line and you'll see one, and only one, snowmobile finishing first ...
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2. 1998 Polaris Snowmobiles - Performance
... accommodates active trail riders and helps the 600 XCR maintain its low center of gravity. ... In the late-1 950s, Polaris had a snowmobile named the Trai[Master. ...
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3. 500's to 600's
... The suspension system delivers the best ride in the snowmobile industry.The Vmax ... System features an all-aluminum frame with a low center of gravity and high ...
www.odyssey.on.ca/~gsmulders/snow/compare/97/500.htm - 32 KB

4. [TowerTalk] AB-105/FRC
... work with an impact wrench and it's in pieces ready to be loaded on my snowmobile trailer, or 2. Attach two cables above the center of gravity (actually, a ...
lists.contesting.com/archives/html/Towertalk/1997-09/msg00363.html - 10 KB

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... At this time of year, it's accessible only by snowmobile or four-wheel drive. ... JB: Fortunately, Dan Fogelberg also has a real strong center of gravity. ...
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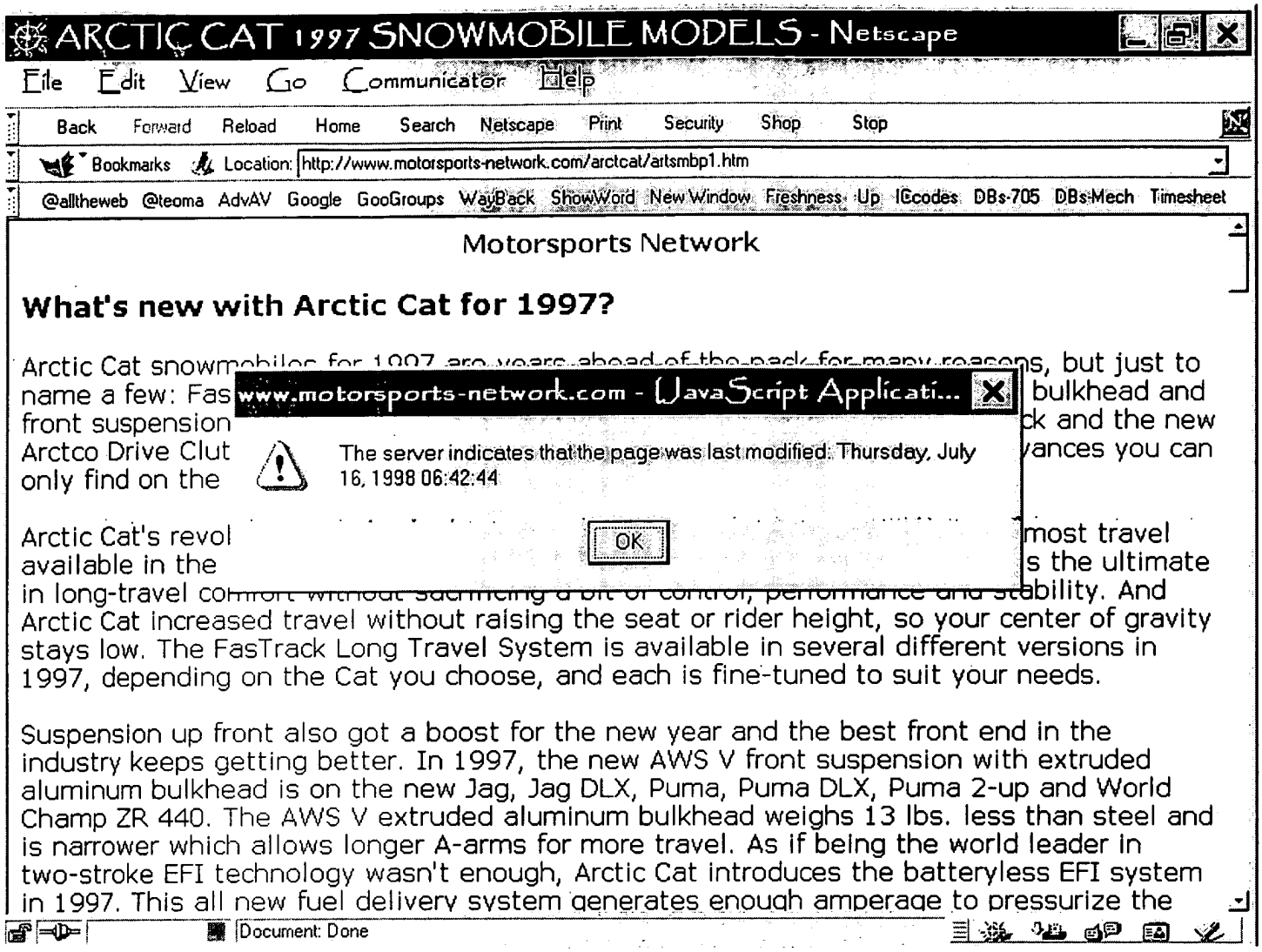
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Motorsports Network
What's new with Arctic Cat for 1997?
Arctic Cat snowmobiles for 1997 are years ahead of the pack for many reasons, but just to name a few: Fas
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ability. And Arctic Cat increased travel without raising the seat or rider height, so your center of gravity stays low. The FasTrack Long Travel System is available in several different versions in 1997, depending on the Cat you choose, and each is fine-tuned to suit your needs.
Suspension up front also got a boost for the new year and the best front end in the industry keeps getting better. In 1997, the new AWS V front suspension with extruded aluminum bulkhead is on the new Jag, Jag DLX, Puma, Puma DLX, Puma 2-up and World Champ ZR 440. The AWS V extruded aluminum bulkhead weighs 13 lbs. less than steel and is narrower which allows longer A-arms for more travel. As if being the world leader in two-stroke EFI technology wasn't enough, Arctic Cat introduces the batteryless EFI system in 1997. This all new fuel delivery system generates enough amperage to pressurize the
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Motorsports Network

What's new with Arctic Cat for 1997?

Arctic Cat snowmobiles for 1997 are years ahead of the pack for many reasons, but just to name a few: FasTrack Long Travel System rear suspension, AWS V aluminum bulkhead and front suspension, batteryless EFI, Torque Sensing Link, 1.6-inch deep lug track and the new Arctco Drive Clutch. They are some of the new features and technological advances you can only find on the 1997 Arctic Cat snowmobiles.

Arctic Cat's revolutionary FasTrack Long Travel Suspension System gives the most travel available in the industry -- 13.5" total rear axle travel in some models. This is the ultimate in long-travel comfort without sacrificing a bit of control, performance and stability. And Arctic Cat increased travel without raising the seat or rider height, so your center of gravity stays low. The FasTrack Long Travel System is available in several different versions in 1997, depending on the Cat you choose, and each is fine-tuned to suit your needs.

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On the 1997 Arctic Cat ZRs and ZRTs, there's also an exclusive Torque Sensing Link. Proven on our open-class racing machines, it uses the torque of the track to counteract the compression of the rear arm during acceleration. So the ZRs and ZRTs respond faster and maintain full travel, to attack the trails at any speed.

The '97 Thundercat Mountain Cat, Powder Extreme and Powder Specials each come standard with an aggressive 1.6-inch deep lug track, the deepest lug available standard from any manufacturer. This track will allow mountain riders to climb to the peaks of their choice this winter.

The new Arctco drive clutch was designed for better durability, more consistent acceleration and increased top-end speed, with wider rollers, improved tolerances and more durable material on the bearing and movable sheave. The new Arctco drive clutch is standard on every model for '97, except, of course, the Kitty Cat.

Motorsports Network

1997 Thundercat 900 / ThunderCat Mountain Cat

Arctic Cat's 1997 Thundercat is thundering power

With four National Snowmobile Speed Run championships to boast about, you could call the Arctic Cat Thundercat the King of the Jungle. And the world's fastest and most powerful production snowmobile just keeps getting better.

The Thundercat features the most power you can find under any production snowmobile hood. The Thundercat has a 900cc three-cylinder, liquid-cooled, oil-injected powerplant for an engine, and has a phenomenal power-to-weight ratio. This monster motor has case-reed induction with a counterbalance shaft built into the crankcase for smooth running at any speed. And all this muscle was built into a ZR-style chassis and aerodynamic ZRT-style hood to give you unmatchable beauty with unbelievable brawn, The Thundercat has Arctco's improved Drive Clutch for added durability, more consistent acceleration, greater top-end speed and increased belt life. And what would the world's fastest and most powerful sled be without Arctic's industry-exclusive AWS IV double wishbone front suspension and Ryde FX gas shocks to flatten moguls like no other. The Thundercat also has new plastic skis and extruded aluminum spindles to reduce unsprung weight and improve the suspension absorption of every bump.

The Thundercat features Arctco's new and revolutionary FasTrack Long Travel rear suspension System. FasTrack provides 13.5-inches of rear axle travel, more than any other sled on the trail, but it also keeps the rider's center of gravity low for an improved ride at any distance without sacrificing performance.

And if you like to be the first one to the top, then the Arctic Cat, Thundercat Mountain Cat may be the power version for you. It has a longer 136" track and standard 1.6-inch lug pattern -- the deepest standard lug track available -- to get you through the thick of it. If you have a need to tame the beast, the 1997 Thundercat is for you.

Tame it, or be eaten alive.
Suggested Retail Price: $ (US)

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1997 ZRT 800

The ZRT 800 is the leader on and off the track

Stand at the finish line and you'll see one, and only one, snowmobile finishing first. The Arctic Cat ZRT 800 is the fastest in a family of ZR Champions and the 1997 ZRT is the cutting edge of industry speed, power and performance. And if you're not riding one, you're most likely to see it passing you.

The ZRT 800 is a liquid-cooled, three-cylinder, triple-carbed 794cc powerhouse with a case-reed inducted motor, and seven port Nicasil cylinders. That may seem like a lot of muscle, but when you know that the 800 can do 0-60 mph in 3.52 seconds, faster than any other sled in its class, than you're aware that this is raw power at the throttle. Watch your friends be amazed as they eat your snow dust.

And then show them the suspension. The ZRT 800 has Arctic Cat's exclusive AWS IV double wishbone front suspension with Fox internal floating piston gas shocks. And in the rear, the new FasTrack Long Travel Suspension System will take you for the performance ride of your life. The FasTrack system offers 13.5-inches of travel, the most you'll find in the industry today, for improved comfort, stability and performance.

The ZR-race winning technology doesn't stop there. Arctco's new drive clutch will see the 800 through all types of uses and conditions. And Arctic's exclusive torque sensing link maintains constant track tension through the suspension's full travel for better handling and control. The 800 also features ZR 440-proven plastic skis for less unsprung weight, Wilwood hydraulic disc brakes, extruded aluminum spindles, and a stamped rail mean technology and comfort at its best.

The competition has nightmares about seeing the ZRT 800 from Arctic Cat on the track, so try it and make all your snowmobiling dreams come true.
Suggested Retail Price: $ (US)

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Motorsports Network

1997 ZRT 600

Arctic Cat's ZRT 600 doesn't like sitting around

The 1997 ZRT 600 is off the racetrack and in the showroom but it won't stay there

for long, a race sled bred to eat the competition alive hates to be sitting around. The ZRT 600 from Arctic Cat is a big kick of adrenaline. With one touch of the throttle you'll want to be turning tight comers, shoot down the trails -- anything to show off the 600's superior power and handling. This wild ride is not for the weak at heart.

The 600 is a triple-cylinder, triple-carbed racehorse. Designed with 15-degree canted forward cylinders for a low center of gravity, case-reed induction, Nicasil plated 7-port cylinders and a 3-pipe tuned exhaust, the ZRT 600 is a prime example of superior Arctic Cat technology. American Snowmobiler magazine clocked the 600 going from 0-60 mph in 3.52 seconds -- that's the fastest sled you can find in the 600 class.

And speaking of superiority, the ZRT 600 also has Arctco's revolutionary FasTrack Long Travel rear suspension System that provides class-leading 13.5-inches of travel. Match that with adjustable torsion springs, Fox gas shocks, and a new torque sensing link rear an-n and you've got a suspension system made in heaven, and that's only the rear! In the front, Arctic Cat's paradigm of suspensions -- the AWS IV double wishbone front, chromoly A-arms, progressive rate springs, adjustable coil over Fox gas shocks -- just hearing about it can make your blood boil.

The ZRT 600 also sports extruded aluminum spindles and plastic skis which shaves off pounds of precious unsprung weight and the plastic skis have been proven to be nothing less than brilliant. You have to see it to believe it. But approach the 1997 ZRT 600 with caution, once you jump on, grab the throttle, give it some juice and start carving up the field you'll be hooked.
Suggested Retail Price: $ (US)

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Motorsports Network

1997 ZR 580 EFI

ZR 580 EFI is a product of superior technology

The competitions' nightmare just came true: The ZR 580 is back and better than ever for 1997. This sled is lighter, faster and meaner than before. It takes no prisoners and the ZR 580 is ready once again to take the challengers on the track, on the trail or out to lunch.

The ZR 580 is a product of superior Arctic Cat racing technology. Born and bred for

high performance, this muscle machine boasts a 580cc twin-cylinder engine that delivers an incredible power-to-weight ratio. Its battery-less electronic fuel injection system allows the ZR 580 to be lighter, and demand less maintenance with a system that automatically adjusts to temperature and altitude changes, for optimum throttle response in all conditions.

The ZR 580's AWS IV front suspension and FasTrack rear suspension system have proven themselves an integral part of the most feared chassis on the snow. AWS suspension offers smooth handling and cutthroat performance. Combined with lightweight chromoly A-arms, progressive rate springs and Fox internal floating piston gas shocks in the front and rear you've got a mogul munching machine. Arctic's new FasTrack Long Travel System has revolutionized rear suspensions. And the new Torque Sensing Link maintains consistent track tension on the ride. FasTrack allows a revolutionary 13.5-inches of rear axle travel for improved rider comfort and regulation.

To control all the power of 1997, ZR 580, Arctco's new Internal Helix Clutch allows for consistent acceleration and top speed with a longer life span, and standard Wilwood hydraulic disc brakes lead the industry in giving added stopping power on Arctic's high performance machines.

The ZR 580 EFI from Arctic Cat might as well be the only sled on the snow for those who want power, performance, style and handling all wrapped up in Team Arctic Racing Green. Ride the ZR 580 and sleep well knowing your competition isn't going to get a wink.
Suggested Retail Price: $ (US)

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Motorsports Network

1997 ZR 440 / ZL 440 / Z 440

The ZR 440 is finally available off the racetrack

It's no wonder SnoWest named the ZR 440 the 1997 Race Sled of the Year. This lean and green, race track chomping machine is the ultimate in racing perfection -- any time, any where, the ZR 440 stands alone. You know it, that's why you've been asking for it, and now Arctic Cat is releasing the ZR 440 to the general public. This is a machine bred for the racetrack, it lives and breathes speed, power, and victory. The ZR 440 is the racing sled of Champions Kirk Hibbert and Brad Pake. And, just as Kirk and Brad have got the competition cringing in terror, the ZR 440 has got them running with fear.

Under the lightweight, aerodynamic hood of the ZR is a 437cc liquid-cooled twin that, with a touch of the throttle, is like letting 90 horses charge wild. A case-reed inducted motor, seven-port Nicasil cylinders and new Arctco drive clutch means engine technology at its finest. And the ZR 440's suspension is so smooth it could be a pick-up line. Up front, the ZR 440 sports the all new aluminum bulkhead AWS V chassis with double-wishbone chromoly A-arms, progressive rate springs and Ryde FX gas shocks -- a total travel of 8.2-inches. And in the back, our revolutionary FasTrack Long Travel suspension System has redefined rear suspension forever. The FasTrack slide-rail system and new torque sensing link have 13.5-inches of rear axle travel -- it sneers at the most gruesome moguls. The ZR 440 is top-of-the-line in power and maneuverability. And its performance: Can you say "bye-bye?" The ZR 440 is a racing sled, so handle with caution, performance this great is highly contagious.

You'll turn heads dusting the trail on a bright green ZR 440. But a sled this masterful deserves to be stared at. Hop on the new 1997 ZR 440 from Arctic Cat and you won't be the only one turning green.
Suggested Retail Price: $ (US)

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Motorsports Network

Arctic Cat releases the ZL 440 for 1997

For snowmobile enthusiasts looking for a powerful, lightweight trail sled, the wait is over: The new ZL 440 from Arctic Cat is off the drawing board and can be yours. Picture yourself cruising through wooded trails, turning heads, and dusting a few buddies along the way.

The pure performance of the new ZL 440 is a mark of Arctic Cat design and technology. The ZL 440 offers plenty of power with its 436cc liquid-cooled, twin-carb engine. And its lightweight proven chassis, extruded aluminum spindles and plastic skis shave off pounds of unsprung weight and improves ride quality over rough terrain.

First-rate AWS IV front suspension is just the beginning on this sled's features. Each bump and dip is absorbed with the exclusive AWS IV double wishbone suspension, adjustable pre-load springs and Ryde FX gas shocks. And Arctic Cat put race-proven technology into the ZL's rear suspension, the new, revolutionary FasTrack long travel rear suspension system makes a smooth, sweet ride out of any long haul. FasTrack combines an extended travel tunnel with Ryde FX gas shocks to improve ride comfort with longer, 13.5-inches of travel.

The ZL 440 is designed for superior handling and performance. It also features Arctco's new drive clutch, for improved durability and performance. The ZL has a free flow hood design to allow accelerated heat dissipation for maximum engine capabilities. And Wilwood hydraulic disc brakes give the ZL an industry leading braking system for controlled stopping. It's all wrapped up in one unbelievable new package from Arctic Cat.

The new 1997 ZL 440 is the sled to be riding this snowmobiling season. It's powerful, but light and nimble, easy to control but not harsh or punishing like racer replicas at trail speeds. The ZL 440 could be the perfect combination of power and weight and you should never let perfection pass you by.
Suggested Retail Price: $ (US)

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1998 Polaris Snowmobiles - Performance - Netscape

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1998 Polaris Snowmobiles

1998 Polaris Enthusiast/Performance Snowmobiles

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No group of Polaris snc models. With their wide variety of engines, there's a model in this mix to suit the power and performance desires of any rider.

Not only do these sleds really move, they really handle, as every one (except the Indy Storm) has the Controlled Roll Center (CRC)

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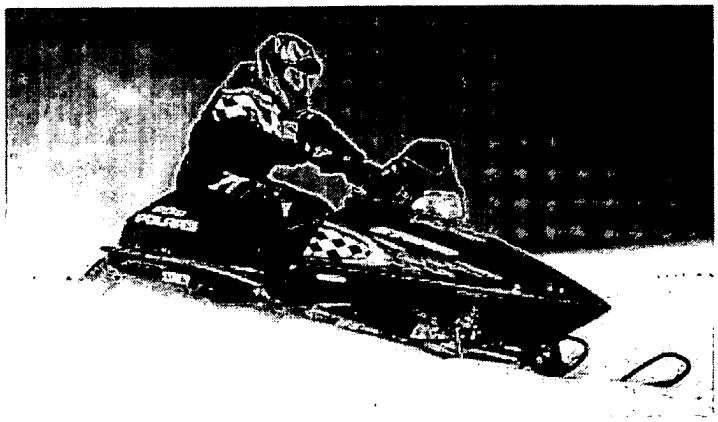
1998 Polaris Snowmobiles

1998 Polaris Enthusiast/Performance Snowmobiles

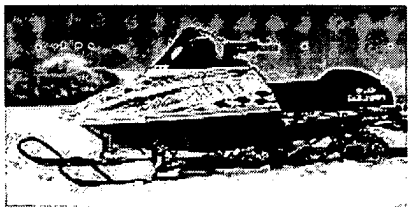


No group of Polaris snowmobiles delivers the thrills of snowmobiling better than these Enthusiast/Performance models. With their wide variety of engines, there's a model in this mix to suit the power and performance desires of any rider.

Not only do these sleds really move, they really handle, as every one (except the Indy Storm) has the Controlled Roll Center (CRC) steering package that minimizes bump steer (lateral ski movement throughout the suspension travel) and scrub (lateral skag movement).

That handling is enhanced by the lightweight-yet-durable Polaris composite skis, which are used on all Enthusiast/Performance models, and the Polaris liquid-cooled hydraulic disc brake (used on every model in this group except the Indy XCF).

Indy XCF



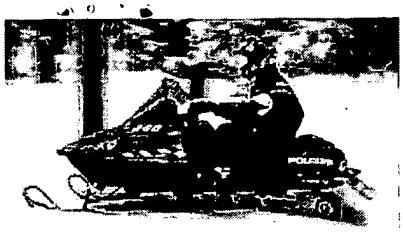
Alightweight trail tamer and the Stock E winner at the Eagle River World Championships, the Indy XCF offers a sophisticated ride and handling package along with an extremely lively fan-cooled engine. The definition of snowmobiling f un is romping down the trails on an XCF with its XTRA- 1 0 independent f ront suspension with Indy Select shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. The XTRA-10 rear suspension provides 10.2 inches of travel and has a Ryde FX shock and a Ryde AFX shock, which is compression adjustable to suit a rider's suspension setup preferences.

Powering the Indy XCF down the trails is a 432cc fan-cooled piston-port twin with two 34mm carburetors. The XCF also has the improved P-85 drive clutch, new gearing for improved performance, a stronger and more durable new drive chain, and a new handlebar cover that fits and looks great.

Standard features include a hydraulic disc brake, handwarmers and a thumbwarmer, speedometer (with tripmeter), tachometer, a 10.5-gallon gas tank, and Polaris lightweight composite skis.

Indy 440 XCR

This snowmobile is a testament to the product development possible in a wellrun racing program. The 1998 Indy 440 XCR offers Polaris riders many of the sophisticated features that were developed and proven in competition. The Indy 440 XCR is also a product of dedicated engineering, as it's powered by the only domestically produced 440 engine on the market, one that's equipped with the remarkable Variable Exhaust System (VES).



Introduced on this past winter's Indy 440 XCR race sled, the new-for-'98 439cc liquid-cooled case-reed-induction twin with two carburetors, digital CD ignition, NiCaSil-plated cylinders, a tuned pipe, and the Polaris VES. This system consists of a spring-loaded valve on each cylinder that opens in response to cylinder pressure, helping the engine deliver greatly improved low-end and midrange performance with no loss of top-end power. This engine generates approximately 13% more horsepower than last year's Indy 440 XC engine.

The Indy 440 XCR's responsive handling stems from its XC-10 front suspension with Fox gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. The race-proven XC-10 front suspension relocates each trailing arm's rear mounting point, moving it inward 3 inches to provide flatter comering and to reduce bump steer and scrub. The XTRA-10 rear suspension uses Fox IFP shocks and offers 10.2 inches of travel.

To enhance the 440 XCR's low center of gravity, the chaincase is rolled back and downward, and the low racing-style seat-with side pads-is standard. The heat exchangers run lengthwise under the tunnel, ensuring excellent cooling and lefting them act as wear strips for the tunnel. (No heat exchangers are mounted under the running boards.)

Standard features on this outstanding model include a racing-style liquidcooled hydraulic disc brake, racing-style seat with side pads, Polaris composite skis, new high-performance hifax, the improved P-85 drive clutch, a restyled zippered handlebar cover that fits and looks great, a halogen headlight, handwarmers and a thumbwarmer, tachometer, tether switch, skid plate, and a 10.5-gallon gas tank. A speedometer is also included.

The Indy 440 XCR is not eligible for Snow Check.

Indy 600 XC

For high-performance trail riders looking for premium power and the sport's ultimate handling package, the search begins and ends with the 1998 Indy 600 XC. The all-new U.S.-built 600 engine produces stunning power while the XTRA1 0 suspensions, CRC, and low center of gravity make the 600 XC a smooth operator on the trails.

The lightweight new Polaris 593cc liquid-cooled twin has case-reed induction, NiCaSil-plated cylinders, digital CD ignition, two 39mm Keihin D-siide carburetors, and die-cast cylinder heads. This engine generates approximately 9% more horsepower than last year's 600 XC engine.

The power flows to the improved P-85 drive clutch and the 3/4-inch-wide HYVO drive chain. The chaincase has been rolled back and downward to enhance the sled's low center of gravity (COG) and permit for installation of a paddle track. The Aggressive-style seat has a wrap-around taillight, and there's an 11.8-gallon gas tank. Heat exchangers run the length of the tunnel, providing excellent cooling and serving as wear strips for the tunnel, and there are no heat exchangers mounted under the running boards. The new track has .91 -inch lugs.

The 600 XC's handling is outstanding thanks to the XC-10 front suspension with Fox(D gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. Each of the IFS trailing arms is relocated for'98 with its rear mounting point moved inward approximately 3 inches to deliver flatter cornering and minimize scrub and bump steer.

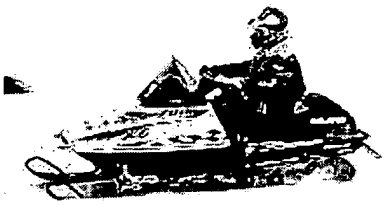
The XTRA-10 rear suspension has a Ryde FX front track shock and a Ryde AFX rear track shock and delivers 10.2 inches of travel. A rider needs only a screwdriver to adjust the damping of the Ryde AFX shock on the XTRA-10 rear suspensions Polaris exclusive.

The Indy 600 XC also has a liquid-cooled hydraulic disc brake, Polaris composite skis, handwarmers and a thumbwarmer, speedometer (with tripmeter) and tachometer, and a new zippered handlebar cover.

Indy 700 XC

Released in limited numbers earlier this year, the Indy 700 XC left riders awestruck with its combination of power and snowmobility. On trails and rolling terrain, its torquey 700 twin delivered greater acceleration than riders had

ever felt before.



At the heart of this impressive new model is the U.S.-built Polaris engine: a 700cc liquid-cooled case-reed-inducted twin with digital CD ignition and two 39mm Keihin D-slide carburetors, and NiCaSil-plated cylinders. This engine is improved for 98 with die-cast cylinder heads, numerous internal refinements, and refined carburetor calibration.

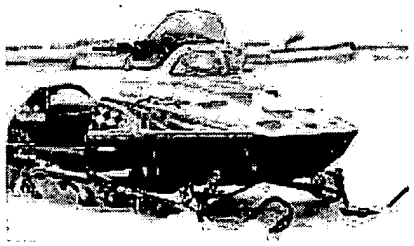
The Indy 700 XC's XC-10 front suspension provides 9.5 inches of travel with its Fox gas shocks, and the sled has a torsion bar and the CRC steering package. The rear mounting point of each IFS trailing arm is set in approximately 3 inches from its traditional position for flatter cornering and reduced bump steer and scrub. The handling is also enhanced by Polaris composite skis and a liquidcooled hydraulic disc brake.

The XTRA-1 0 rear suspension uses a Ryde FX shock and a Ryde AFX shock and delivers 10.2 inches of travel. The 700 XC's ride benefits from the chaincase location (further back and lower than usual), which gives the sled a low center of gravity, as does the Aggressive seat. Lightweight heat exchangers are located under the tunnel for excellent cooling and act as wear strips for the tunnel; there are no heat exchangers under the running boards. The new track has .91 -inch lugs.

The Indy 700 XC also has handwarmers and a thumbwarmer, speedometer (with tripmeter) and tachometer, 11.8-gallon gas tank, and a zippered handlebar cover that fits and looks great.

Indy 600 XCR

Like a sports car on the snow, the 98 Indy 600 XCR has the high-performance engine and superb handling to suit even the most aggressive rider. There's never a lack of oomph from the powerful 597cc liquid-cooled case-reedinducted triple with digital CD ignition, three 38mm carburetors, and triple tuned pipes. It won the 600cc closed-course class at the *American Snowmobiler* Old Forge Shoot-Out.



The ride and handling are also of sports car quality, and include an XTRA- 1 0 front suspension with Fox gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. Polaris composite skis with carbides and a liquidcooled hydraulic disc brake enhance the handling.

The XTRA-1 0 rear suspension uses two Fox gas shocks and provides 10.2 inches of travel, while the Aggressive seat accommodates active trail riders and helps the 600 XCR maintain its low center of gravity.

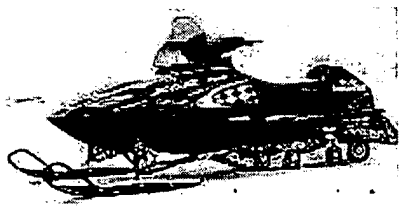
Upgrades and improvements for 98 include an electric fuel gauge and electric temperature gauge, a 280-watt alternator for improved lighting output from the dual Lazer Light headlights, a PTO oil line that improves crankshaft durability, a more durable P-85 drive-clutch, high-performance hifax, and a moredurable track.

Standard features include handwarmers and a thUMbwarmer, speedometer with tripmeter, tachometer, 11.8-gallon gas tank, and hood screens to minimize snow ingestion.

Indy 700 XCR

In the late-1 950s, Polaris had a snowmobile named the Trai[Master. Now, in the late 1990s, Polaris has a snowmobile that *is* the trail master. The '98 Indy 700 XCR is the most-potent trail-ruling model on the market, offering the awesome power of a 700 triple with the finest ride and handling package available.

All this, and the Indy 700 XCR is available in a choice of colors to Snow Check buyers. The standard color is Deep Violet Metallic, but Snow Check buyers can choose to have their Aggressive-style 700 XCR hood in White Metallic.



The Indy 700 XCR gets its great handling from the XTRA-10 front suspension with Fox gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. A liquid-cooled hydraulic disc brake enhances the rider's control on the trail, as do the Polaris composite skis with carbides.

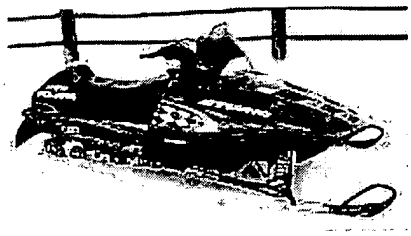
The 700 XCR's ride stems primarily from the XTRA-10 rear suspension, which, with two Fox@ gas shocks, offers 10.2 inches of travel for the rider on the Polaris Aggressive seat.

The seemingly endless power is supplied by the 679cc liquid-cooled casereed-inducted triple with digital CD ignition, three 38mm carburetors, and three tuned pipes. The electric fuel gauge and electric temperature gauge provide precise readings, and the new 280-watt alternator optimizes the output of the dual Lazer Light headlights.

Standard equipment includes handwarmers and a thumbwarmer, a speedometer (with tripmeter) and tachometer, 11.8-gallon gas tank, and hood screens to minimize snow ingestion. The additional PTO oil line improves crankshaft durability and the stronger P-85 drive clutch improves the 700 XCR's performance.

Indy Storm

Polaris riders demand the best, and that's what Indy Storm riders are getting: the snowmobile that posted the highest top speed in its class in the hotly contested closed-course *American Snowmobiler* Shoot-Out. That unmatched performance is mated in the Storm with the finest suspensions on the snow, making it a perfect trail machine for the rider who likes some manners with his muscle.



Good things come in threes on the Indy Storm's 794cc liquid-cooled casereed-inducted engine: three NiCaSil-lined cylinders, three 38mm carburetors, and three tuned pipes. The digital CD ignition delivers the most precise firing possible, and the electric fuel gauge and electric temperature gauge keep the rider informed of vital performance levels, as do the large automotive-style speedometer (with tripmeter) and tachometer.

The Indy Storm ride is comfortable yet permits a rider to get aggressive thanks to the industry-leading XTRA-10 rear suspension with two Foxe gas shocks and 10.2 inches of travel. The Aggressive-style seat enhances the sled's low center of gravity, and the liquid-cooled hydraulic disc brake provides reliable stopping power.

The XTRA-10 front suspension with Fox gas shocks, a torsion bar, and 9.5 inches of travel gives a rider exceptionally sure handling, with assists from the Polaris composite skis with carbides.

Among the Indy Storm's standard features are the dual Lazer Light headlights, handwarmers and a thumbwarmer, 11.8-gallon gas tank, a stronger P-85 drive clutch, and a 3/4-inch-wide drive chain.

[Top of page / Polaris Price List / Back To New Models]

STIC Search Report
EIC 3600

STIC Database Tracking Number: 135739

TO: Anne Marie Boehler **Location: Pk. 5, 5D12** **Art Unit : 3611** **October 21, 2004** **Case Serial Number: 09/472134**	**From: Caryn Wesner-Early** **Location: EIC 3600** **PK5-Suite 804** **Phone: 306-5967** **Caryn.Wesner@uspto.gov**

Search Notes

If a modification or re-focus of this search is needed, please let me know.

Caryn S. Wesner-Early, MSLS
Technical Information Specialist
EIC 3600, US Patent & Trademark Office
Phone: (703) 306-5967
Fax: (703) 306-5758
caryn.wesner@uspto.gov

(10)

STIC EIC 3600
Search Request Form

Today's Date: | Priorty Date: 12/23/98 | For **705 Searches** list subclass:

Your Name SOEHLER

AU 3611 Examiner # 67692

Room # PK5-5D12 Phone 308-0422

Serial # 09/472,134

Is this a Rush? (YES) NO

SPE's Signature _____

Is this a first action amendment? YES (NO)

Is this a refocus? (YES) NO

Access # 135739

What is the focus of this search? Please include concepts, synonyms etc.

Attach a copy of the abstract, pertinent claims and your East search strategy. Thanks.

Focus: Position of rider on a snowmob particularly position of rider's center of gravity relative to vehicle's center of gravity.

Dimensions of the snowmobile are indirectly claimed.

See independent claims (attached)

180/182 180/190

D62m-027?

" -029?

STIC Searcher _____ Phone _____

Date picked up _____ Date completed _____

Sira Search and Information Resources Administration

STIC Search Results Feedback Form

EIC 3600

Questions about the scope or the results of the search? Contact ***the EIC searcher or contact:***

Karen Lehman, EIC 3600 Team Leader
306-5783, PK5- Suite 804

Voluntary Results Feedback Form

- *I am an examiner in Workgroup:* ☐ *Example: 3620 (optional)*
- *Relevant prior art **found**, search results used as follows:*
  - ☐ 102 rejection
  - ☐ 103 rejection
  - ☐ Cited as being of interest.
  - ☐ Helped examiner better understand the invention.
  - ☐ Helped examiner better understand the state of the art in their technology.

Types of relevant prior art found:

- ☐ Foreign Patent(s)
- ☐ Non-Patent Literature
  (journal articles, conference proceedings, new product announcements etc.)

- *Relevant prior art **not found:***
  - ☐ Results verified the lack of relevant prior art (helped determine patentability).
  - ☐ Results were not useful in determining patentability or understanding the invention.

Comments:

Drop off or send completed forms to EIC3600 PK5 Suite 804

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?show files;ds
File 347:JAPIO Nov 1976-2004/Jun(Updated 041004)
         (c) 2004 JPO & JAPIO
File 348:EUROPEAN PATENTS 1978-2004/Oct W01
         (c) 2004 European Patent Office
File 349:PCT FULLTEXT 1979-2002/UB=20041014,UT=20041007
         (c) 2004 WIPO/Univentio
File 350:Derwent WPIX 1963-2004/UD,UM &UP=200466
         (c) 2004  Thomson Derwent
File 371:French Patents 1961-2002/BOPI 200209
         (c) 2002 INPI.  All rts. reserv.
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         (c) format only 2004 The Dialog Corp.
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         (c) 2004 Elsevier Eng.  Info. Inc.
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         (c) 1998 Inst for Sci Info
File  35:Dissertation Abs Online 1861-2004/Sep
         (c) 2004 ProQuest Info&Learning
File  63:Transport Res(TRIS) 1970-2004/Sep
         (c) fmt only 2004 Dialog Corp.
File  65:Inside Conferences 1993-2004/Oct W3
         (c) 2004 BLDSC all rts. reserv.
File  81:MIRA - Motor Industry Research 2001-2004/Sep
          (c) 2004 MIRA Ltd.
File  96:FLUIDEX 1972-2004/Oct
         (c) 2004 Elsevier Science Ltd.
File 144:Pascal 1973-2004/Oct W2
         (c) 2004 INIST/CNRS
File 323:RAPRA Rubber & Plastics 1972-2004/Nov
          (c) 2004 RAPRA Technology Ltd
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
         (c) 2002 The Gale Group
File  48:SPORTDiscus 1962-2004/Nov
         (c) 2004 Sport Information Resource Centre
File  94:JICST-EPlus 1985-2004/Sep W3
         (c)2004 Japan Science and Tech Corp(JST)
File 111:TGG Natl.Newspaper Index(SM) 1979-2004/Oct 20
         (c) 2004 The Gale Group
File   9:Business & Industry(R) Jul/1994-2004/Oct 20
         (c) 2004  The Gale Group
File  15:ABI/Inform(R) 1971-2004/Oct 21
         (c) 2004 ProQuest Info&Learning
File  16:Gale Group PROMT(R) 1990-2004/Oct 21
         (c) 2004 The Gale Group
File 160:Gale Group PROMT(R) 1972-1989
         (c) 1999 The Gale Group
File  47:Gale Group Magazine DB(TM) 1959-2004/Oct 21
         (c) 2004 The Gale group
File  80:TGG Aerospace/Def.Mkts(R) 1986-2004/Oct 21
         (c) 2004 The Gale Group
File  98:General Sci Abs/Full-Text 1984-2004/Aug
         (c) 2004 The HW Wilson Co.
File 148:Gale Group Trade & Industry DB 1976-2004/Oct 15
         (c)2004 The Gale Group
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File 484:Periodical Abs Plustext 1986-2004/Oct W3
         (c) 2004 ProQuest
File 624:McGraw-Hill Publications 1985-2004/Oct 20
         (c) 2004 McGraw-Hill Co. Inc
File  95:TEME-Technology & Management 1989-2004/Jun W1
         (c) 2004 FIZ TECHNIK
File 483:Newspaper Abs Daily 1986-2004/Oct 20
         (c) 2004 ProQuest Info&Learning
File 141:Readers Guide 1983-2004/Aug
         (c) 2004 The HW Wilson Co
File 646:Consumer Reports 1982-2004/Oct
         (c) 2004 Consumer Union

Set     Items   Description
S1         31   AU='GIROUARD B':AU='GIROUARD BRUNO'
S2          0   AU='GIROUARD, B'
S3         30   AU='FECTEAU B':AU='FECTEAU BERTHOLD'
S4          0   AU='FECTEAU, B'
S5         34   S1:S4
S6         34   S5 FROM 347,348,349,350,371
S7          3   IC=(B62M-027? OR B62M-029?)
S8          3   S6 AND S7
S9         19   SNOWMOBILE? ? OR SKIMOBILE? ? OR (SNOW OR SKI)()MOBILE? ? -
                  OR SNO()(CAT OR CATS)
S10        19   S6 AND S9
S11        19   S8 OR S10
S12        19   IDPAT (sorted in duplicate/non-duplicate order)
S13        19   IDPAT (primary/non-duplicate records only)
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13/3,K/1 (Item 1 from file: 350)
DIALOG(R)File 350:Derwent WPIX

016218653 **Image available**
WPI Acc No: 2004-376541/200436
XRPX Acc No: N04-299551
Snowmobile **suspension geometry has left and right pairs of A-arms that pivotally connect to** snowmobile **'s frame in orientation that defines A-arm pivot axes**
Patent Assignee: BOMBARDIER RECREATIONAL PROD (BOMB-N)
Inventor: COTE M; **GIROUARD B**; MALLETTE B
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2441643	A1	20040410	CA 2441643	A	20031008	200436	B

Priority Applications (No Type Date): US 2002417387 P 20021010
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2441643	A1	E	18	B62D-055/07	

Snowmobile **suspension geometry has left and right pairs of A-arms that pivotally connect to** snowmobile **'s frame in orientation that defines A-arm pivot axes**
...Inventor: **GIROUARD B**

Abstract (Basic):
... The **snowmobile** has a double A-arm front suspension system including left and right pairs of A-arms (80,90) that pivotally connect to the **snowmobile** 's frame in an orientation that defines A-arm pivot axes (120,130). Steering skis...

...handlebar and steering column operatively connect to the steering skis and pivotally connect to the **snowmobile** 's frame in an orientation that defines a steering column pivot axis. An angle formed...
... As a geometry for the front suspension and steering system of a **snowmobile** .
...

...drawing shows a partial side view of the front suspension and steering system of the **snowmobile** .

Title Terms: **SNOWMOBILE** ;

13/3,K/2 (Item 2 from file: 350)
DIALOG(R)File 350:Derwent WPIX

016022120 **Image available**
WPI Acc No: 2004-179971/200417
XRPX Acc No: N04-143221
Recreational vehicle e.g. snowmobile **and all terrain vehicle, has steering actuator that pivots swivel arm between neural angle and extreme angle relative to frame to turn vehicle**
Patent Assignee: FECTEAU B (FECT-I); GIROUARD B (GIRO-I); MASSICOTTE A (MASS-I); MERCIER D (MERC-I); VAISANEN E (VAIS-I)
Inventor: **FECTEAU B** ; **GIROUARD B** ; MASSICOTTE A; MERCIER D; VAISANEN E
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
US 20040032120	A1	20040219	US 2002358396	P	20020222	200417	B
			US 2003371227	A	20030224		

Priority Applications (No Type Date): US 2002358396 P 20020222; US 20033712?7 A 20030224
Patent Details:
Patent No Kind Lan Pg Main IPC Filing Notes
US 20040032120 A1 24 B62D-001/00 Provisional application US 2002358396
Recreational vehicle e.g. snowmobile and all terrain vehicle, has steering actuator that pivots swivel arm between neural angle and...
Inventor: **FECTEAU B** ...

... **GIROUARD B**
...Title Terms: **SNOWMOBILE** ;

13/3,K/3 (Item 3 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2004 Thomson Derwent. All rts. reserv.

015877922 **Image available**
WPI Acc No: 2004-035755/200404
XRPX Acc No: N04-029206
Snowmobile **has straddle seat, steering device and foot rest arranged such that hip of rider is positioned above rider's knees, when rider sits in standard position**
Patent Assignee: BOMBARDIER INC (BOMB-N)
Inventor: **FECTEAU B** ; **GIROUARD B** ; WATSON P
Number of Countries: 001 Number of Patents: 001
Patent Family:
Patent No Kind Date Applicat No Kind Date Week
CA 2411964 A1 20031111 CA 2411964 A 20021115 200404 B

Priority Applications (No Type Date): CA 2411964 A 20021115
Patent Details:
Patent No Kind Lan Pg Main IPC Filing Notes
CA 2411964 A1 E 28 B62D-055/07

Snowmobile **has straddle seat, steering device and foot rest arranged such that hip of rider is...**
Inventor: **FECTEAU B** ...

... **GIROUARD B**

Abstract (Basic):
... **Snowmobile** .
...

...Enables the rider to easily absorb bumps and to actively position himself on the **snowmobile** .
...

...The figure shows the diagram illustrating the position of a rider on the **snowmobile** .

Title Terms: **SNOWMOBILE** ;

13/3,K/4 (Item 4 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2004 Thomson Derwent. All rts. reserv.

015842300
WPI Acc No: 2004-000125/200401
XRPX Acc No: N04-000214
Snowmobile , **has front suspension assembly with left and right suspension arms, each with inner end connected to frame for pivotal movement relative to frame about axis extending in a longitudinal**

direction of the snowmobile
Patent Assignee: BOMBARDIER INC (BOMB-N)
Inventor: **FECTEAU B** ; MALTAIS H; MARLEAU B
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2427235	A1	20031026	CA 2427235	A	20030428	200401	B

Priority Applications (No Type Date): US 2002375402 P 20020426
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2427235	A1	E	47	B62D-055/104	

Snowmobile , **has front suspension assembly with left and right suspension arms, each with inner end connected...**
...**for pivotal movement relative to frame about axis extending in a longitudinal direction of the** snowmobile
Inventor: **FECTEAU B** ...

Abstract (Basic):
... movement relative to the frame about an axis extending in a longitudinal direction of the **snowmobile** . Corresponding ski and wheels are respectively connected to the suspension arms.
... **Snowmobile** .
...

...use of same suspension arm on either the right side or left side of the **snowmobile** without modifying the pivot point of the ski
Title Terms: **SNOWMOBILE** ;

13/3,K/5 (Item 5 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2004 Thomson Derwent. All rts. reserv.

015751479 **Image available**
WPI Acc No: 2003-813681/200377
Related WPI Acc No: 2000-533456; 2000-533457; 2002-427380; 2002-427381; 2002-509365; 2002-741683; 2003-789206; 2003-813682; 2003-813683
XRPX Acc No: N03-651572
Snowmobile **with pivotal rear snow flap has propulsion providing track system with endless track, movably mounted under rear portion of chassis, being configured to move through range of travel with respect to chassis**
Patent Assignee: BOMBARDIER INC (BOMB-N)
Inventor: BERTRAND E; **FECTEAU B** ; **GIROUARD B** ; WUBBOLTS J
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2435028	A1	20020522	CA 2350274	A	20010612	200377	B
			CA 2435028	A	20010612		

Priority Applications (No Type Date): CA 2350274 A 20010612; CA 2435028 A 20010612
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2435028	A1	E	25	B62D-055/07	Div ex application CA 2350274

Snowmobile **with pivotal rear snow flap has propulsion providing track system with endless track, movably mounted...**
...Inventor: **FECTEAU B** ...

... **GIROUARD B**

Abstract (Basic):
... The **snowmobile** has a handlebar (18) disposed on a chassis (24). A ski support system (16) is...

...least two skis (14) operatively connected to the handlebar to provide steering control of the **snowmobile** . A propulsion providing track system (20) has an endless track and is movably mounted under...
... As a **snowmobile** for moving snow...

...The **snowmobile** has improved turning performance...

...The drawing shows a side view of the **snowmobile** .

Title Terms: **SNOWMOBILE** ;

13/3,K/6 (Item 6 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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015727006 **Image available**
WPI Acc No: 2003-789206/200375
Related WPI Acc No: 2000-533456; 2000-533457; 2002-427380; 2002-427381; 2002-509365; 2002-741683; 2003-813681; 2003-813682; 2003-813683
XRPX Acc No: N03-632307
Front suspension for recreational vehicle e.g. snowmobile **, has suspension arms having suspension support arms, in which each suspension support arm has elongated body adapted to be connected to ground engaging portion of** snowmobile
Patent Assignee: BOMBARDIER INC (BOMB-N)
Inventor: COTE M; **FECTEAU B** ; **GIROUARD B** ; MALLETTE B
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2350270	A1	20020404	CA 2350270	A	20010612	200375	B

Priority Applications (No Type Date): US 2000251263 P 20001205; US 2000237384 P 20001004
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2350270	A1	E	76	B60G-025/00	

Front suspension for recreational vehicle e.g. snowmobile **, has suspension arms having suspension support arms, in which each suspension support arm has elongated body adapted to be connected to ground engaging portion of** snowmobile
...Inventor: **FECTEAU B** ...

... **GIROUARD B**

Abstract (Basic):
... having an elongated body adapted to be connected to the ground engaging portion of the **snowmobile** .
... elongated body has a front side defined by the forward direction of travel of the **snowmobile** , and a rear side defined by the rearward direction of the **snowmobile** . Protrusions respectively project from the front and rear sides of the elongated body. One of the protrusions is movably connected to the suspension system of the **snowmobile** , while the other is movably connected to the steering system of the **snowmobile** . INDEPENDENT CLAIMS are included for the following...

...For recreational vehicle e.g. **snowmobile** , all-terrain vehicle...

...Exploits the design components of a **snowmobile** that are easily and readily transferred to the design of a wheeled vehicle, e.g...

...The figure is a perspective illustration showing the front suspension assembly for a **snowmobile** and showing the positional relationship between the suspension parts...

...Title Terms: **SNOWMOBILE ;**

13/3,K/7 (Item 7 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2004 Thomson Derwent. All rts. reserv.

015150773 **Image available**
WPI Acc No: 2003-211300/200321
XRPX Acc No: N03-168428
Snowmobile **has first and second seating positions disposed at certain distance behind forward most drive track axle and from each other**
Patent Assignee: BOMBARDIER INC (BOMB-N)
Inventor: **FECTEAU B ; GIROUARD B**
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2350345	A1	20021212	CA 2350345	A	20010612	200321	B

Priority Applications (No Type Date): CA 2350345 A 20010612
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2350345	A1	E	53	B62D-055/07	

Snowmobile **has first and second seating positions disposed at certain distance behind forward most drive track...**
Inventor: **FECTEAU B ...**

... **GIROUARD B**

Abstract (Basic):
... The **snowmobile** comprises a frame (414), a straddle type seat (450) with two seating positions (452,454...
... The drawing shows a side view of the **snowmobile**

Title Terms: **SNOWMOBILE ;**

13/3,K/8 (Item 8 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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014688661 **Image available**
WPI Acc No: 2002-509365/200255
Related WPI Acc No: 2000-533456; 2000-533457; 2002-427380; 2002-427381; 2002-741683; 2003-789206; 2003-813681; 2003-813682; 2003-813683
XRPX Acc No: N02-403115
Snowmobile **with pivotable rear snow flap connected to track system and pivotally connected to rear portion of chassis so as to pivot relative to the chassis, moving with track system as track system moves through range of travel**
Patent Assignee: BOMBARDIER INC (BOMB-N)
Inventor: BERTRAND E; **FECTEAU B ; GIROUARD B ;** WUBBOLTS J
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2350274	A1	20020522	CA 2350274	A	20010612	200255	B

Priority Applications (No Type Date): US 2000252404 P 20001122
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2350274	A1	E	27	B62D-055/07	

Snowmobile **with pivotable rear snow flap connected to track system and pivotally connected to rear portion...**
...Inventor: **FECTEAU B ...**

... **GIROUARD B**

Abstract (Basic):
... The **snowmobile** has a ski support system mounted at a chassis forward portion and configured to provide steering control of the **snowmobile** . A propulsion-providing track system with a belt-type tread is movably mounted under the...
... For use as **snowmobile** .

...and/or the chassis. The reduced length of the chassis decreases the weight of the **snowmobile** and the polar moment of inertia, thereby improving turning performance
Title Terms: **SNOWMOBILE** ;

13/3,K/13 (Item 13 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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013361517 **Image available**
WPI Acc No: 2000-533456/200049
Related WPI Acc No: 2000-533457; 2002-427380; 2002-427381; 2002-509365; 2002-741683; 2003-789206; 2003-813681; 2003-813682; 2003-813683
XRPX Acc No: N00-394644
Snowmobile **with reinforced pyramidal upper support frame has frame with steering column supporting ski assembly and engine placed on the cradle mount**
Patent Assignee: BOMBARDIER INC (BOMB-N); DION A (DION-I); FECTEAU B (FECT-I); GIROUARD B (GIRO-I); WUBBOLTS J (WUBB-I); COTE M (COTE-I); MALLETTE B (MALL-I); BERTRAND E (BERT-I); FOURNIER A (FOUR-I); WATSON P (WATS-I)
Inventor: **FECTEAU B** ; **GIROUARD B** ; DION A; WUBBOLTS J; COTE M; MALLETTE B ; BERTRAND E; FOURNIER A; WATSON P
Number of Countries: 002 Number of Patents: 019
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2293104	A1	20000623	CA 2293104	A	19991223	200049 B
US 20010040063	A1	20011115	US 2000246110	P	20001107	200172
			US 2001877064	A	20010611	
US 20010040064	A1	20011115	US 2000237384	P	20001004	200172
			US 2001877212	A	20010611	
US 20010047900	A1	20011206	US 99167614	P	19991126	200203
			US 99472134	A	19991223	
			US 2001877188	A	20010611	
US 20020017765	A1	20020214	US 99472133	A	19991223	200214
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000251263	P	20001205	
			US 2001877214	A	20010611	
US 20020020573	A1	20020221	US 99167614	P	19991126	200221
			US 2001275105	P	20010313	
			US 2001928458	A	20010814	
US 20020027028	A1	20020307	US 99167614	P	19991126	200221
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			US 2000252404	P	20001122	
			US 2001877213	A	20010611	
US 6446744	B2	20020910	US 99472133	A	19991223	200263
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			US 2000237384	P	20001004	
			US 2000246110	P	20001107	
			US 2001877064	A	20010611	
US 20020129983	A1	20020919	US 99472133	A	19991223	200264

				US 2000230432	P	20000906	
				US 2000237384	P	20001004	
				US 2000246110	P	20001107	
				US 2001877064	A	20010611	
				US 2002141134	A	20020509	
US 20020129984	A1	20020919	US 99472133	A	19991223	200264	
			US 2000230432	P	20000906		
			US 2000237384	P	20001004		
			US 2000246110	P	20001107		
			US 2001877064	A	20010611		
			US 2002141135	A	20020509		
US 6491125	B2	20021210	US 99167614	P	19991126	200301	
			US 99472133	A	19991223		
			US 99472134	A	19991223		
			US 2000252404	P	20001122		
			US 2001877213	A	20010611		
US 20020189876	A1	20021219	US 99167614	P	19991126	200303	
			US 99472133	A	19991223		
			US 99472134	A	19991223		
			US 2000252404	P	20001122		
			US 2001877213	A	20010611		
			US 2002226221	A	20020823		
US 20030127265	A1	20030710	US 99167614	P	19991126	200347	
			US 99472134	A	19991223		
			US 2000237384	P	20001004		
			US 2001877212	A	20010611		
			US 2002294892	A	20021115		
US 6604594	B2	20030812	US 99472133	A	19991223	200355	
			US 2000230432	P	20000906		
			US 2000237384	P	20001004		
			US 2000246110	P	20001107		
			US 2001877064	A	20010611		
			US 2002141134	A	20020509		
US 20030201127	A2	20031030	US 99472133	A	19991223	200372	
			US 2000237384	P	20001004		
			US 2001877212	A	20010611		
US 20030201128	A1	20031030	US 99167614	P	19991126	200372	
			US 99472134	A	19991223		
US 20030201129	A2	20031030	US 99167614	P	19991126	200372	
			US 99472134	A	19991223		
			US 2001877188	A	20010611		
US 6655487	B2	20031202	US 99472133	A	19991223	200379	
			US 2000230432	P	20000906		
			US 2000237384	P	20001004		
			US 2000251263	P	20001205		
			US 2001877214	A	20010611		
US 20040026146	A1	20040212	US 99472133	A	19991223	200412	
			US 2000230432	P	20000906		
			US 2000237384	P	20001004		
			US 2000251263	P	20001205		
			US 2001877214	A	20010611		
			US 2003634911	A	20030806		

Priority Applications (No Type Date): CA 2256944 A 19981223
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2293104	A1	E	33	B62D-055/00	
US 20010040063	A1			B62M-027/02	Provisional application US 2000246110
US 20010040064	A1			B62M-027/02	Provisional application US 2000237384
US 20010047900	A1			B62M-027/02	Provisional application US 99167614
					CIP of application US 99472134
US 20020017765	A1			B62B-013/00	CIP of application US 99472133

			Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000251263
US 20020020573	A1	B62M-027/02	Provisional application US 99167614
US 20020027028	A1	B62M-027/02	Provisional application US 2001275105 Provisional application US 99167614
US 6446744	B2	B62M-027/02	CIP of application US 99472133 CIP of application US 99472134 Provisional application US 2000252404
US 20020129983	A1	B62M-027/02	CIP of application US 99472133 Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000246110 Div ex application US 99472133
US 20020129984	A1	B62M-027/02	Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000246110 Div ex application US 2001877064 CIP of application US 99472133
US 6491125	B2	B62M-027/02	Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000246110 Div ex application US 2001877064 Provisional application US 99167614
US 20020189876	A1	B62M-027/02	CIP of application US 99472133 CIP of application US 99472134 Provisional application US 2000252404 Provisional application US 99167614
US 20030127265	A1	B62B-019/00	CIP of application US 99472133 CIP of application US 99472134 Provisional application US 2000252404 Cont of application US 2001877213 Provisional application US 99167614
US 6604594	B2	B60H-003/06	CIP of application US 99472134 Provisional application US 2000237384 CIP of application US 2001877212 CIP of application US 99472133 Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000246110 Div ex application US 2001877064 Div ex patent US 6446744
US 20030201127	A2	B62M-027/02	CIP of application US 99472133 Provisional application US 2000237384
US 20030201128	A1	B62M-027/02	Provisional application US 99167614
US 20030201129	A2	B62M-027/02	Provisional application US 99167614
US 6655487	B2	B62M-027/02	CIP of application US 99472134 CIP of application US 99472133 Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000251263
US 20040026146	A1	B60G-001/00	CIP of application US 99472133 Provisional application US 2000230432 Provisional application US 2000237384 Provisional application US 2000251263 Div ex application US 2001877214 Div ex patent US 6655487

Snowmobile **with reinforced pyramidal upper support frame has frame with**

steering column supporting ski assembly and...
Inventor: **FECTEAU B** ...

... **GIROUARD B**

Abstract (Basic):
... The **snowmobile** comprises unibody frame (10) with driver on a seat holding on the handle bars of...
... For use as a **snowmobile** with a reinforced pyramidal upper support frame...

...The **snowmobile** has unibody tunnel **snowmobile** chassis reinforced by the pyramidal upper support and rear suspension having linkages...

...Figure of a schematic side view of the driver and **snowmobile** .

Title Terms: **SNOWMOBILE** ;
...International Patent Class (Main): **B62M-027/02**

13/AN,AZ,TI/1 (Item 1 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016218653
Snowmobile **suspension geometry has left and right pairs of A-arms that pivotally connect to** snowmobile **'s frame in orientation that defines A-arm pivot axes**
Local Applications (No Type Date): CA 2441643 A 20031008
Priority Applications (No Type Date): US 2002417387 P 20021010

13/AN,AZ,TI/2 (Item 2 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016022120
Recreational vehicle e.g. snowmobile **and all terrain vehicle, has steering actuator that pivots swivel arm between neural angle and extreme angle relative to frame to turn vehicle**
Local Applications (No Type Date): US 2002358396 P 20020222; US 2003371227 A 20030224
Priority Applications (No Type Date): US 2002358396 P 20020222; US 2003371227 A 20030224

13/AN,AZ,TI/3 (Item 3 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015877922
Snowmobile **has straddle seat, steering device and foot rest arranged such that hip of rider is positioned above rider's knees, when rider sits in standard position**
Local Applications (No Type Date): CA 2411964 A 20021115
Priority Applications (No Type Date): CA 2411964 A 20021115

13/AN,AZ,TI/4 (Item 4 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015842300
Snowmobile **, has front suspension assembly with left and right suspension arms, each with inner end connected to frame for pivotal movement relative to frame about axis extending in a longitudinal direction of the** snowmobile
Local Applications (No Type Date): CA 2427235 A 20030428
Priority Applications (No Type Date): US 2002375402 P 20020426

13/AN,AZ,TI/5 (Item 5 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015751479
Snowmobile **with pivotal rear snow flap has propulsion providing track system with endless track, movably mounted under rear portion of chassis, being configured to move through range of travel with respect to chassis**
Local Applications (No Type Date): CA 2350274 A 20010612; CA 2435028 A 20010612
Priority Applications (No Type Date): CA 2350274 A 20010612; CA 2435028 A 20010612

13/AN,AZ,TI/6 (Item 6 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015727006
Front suspension for recreational vehicle e.g. snowmobile **, has**

suspension arms having suspension support arms, in which each suspension support arm has elongated body adapted to be connected to ground engaging portion of snowmobile
Local Applications (No Type Date): CA 2350270 A 20010612
Priority Applications (No Type Date): US 2000251263 P 20001205; US 2000237384 P 20001004

13/AN,AZ,TI/7 (Item 7 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015150773
Snowmobile **has first and second seating positions disposed at certain distance behind forward most drive track axle and from each other**
Local Applications (No Type Date): CA 2350345 A 20010612
Priority Applications (No Type Date): CA 2350345 A 20010612

13/AN,AZ,TI/8 (Item 8 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014688661
Snowmobile **with pivotable rear snow flap connected to track system and pivotally connected to rear portion of chassis so as to pivot relative to the chassis, moving with track system as track system moves through range of travel**
Local Applications (No Type Date): CA 2350274 A 20010612
Priority Applications (No Type Date): US 2000252404 P 20001122

13/AN,AZ,TI/9 (Item 9 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014606677
Engine cradle for supporting engine of vehicle e.g. snowmobile **, has C-shaped opening formed through one of two side walls, while other side wall is solid wall having reflecting surface**
Local Applications (No Type Date): CA 2350285 A 20010612
Priority Applications (No Type Date): US 2000246110 P 20001107; US 2000237384 P 20001004

13/AN,AZ,TI/10 (Item 10 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014606676
Frame assembly for e.g. snowmobile **, all-terrain vehicle, includes forward support assembly which extends upward from engine cradle and coupled to rear brace assembly extending upward from tunnel**
Local Applications (No Type Date): CA 2350264 A 20010612
Priority Applications (No Type Date): US 2000237384 P 20001004

13/AN,AZ,TI/11 (Item 11 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013430652
Adjustable windshield assembly for open-air vehicle e.g. snowmobile **or motorcycle, has elastically deformable windshield, and adjustment mechanism with rack and pinion, that causes windshield to deform**
Local Applications (No Type Date): CA 2296225 A 20000117
Priority Applications (No Type Date): CA 2262038 A 19990215

13/AN,AZ,TI/12 (Item 12 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013361518
Snowmobile **with an engine for use as propulsion comprises body with frame and skis and having engine disposed at the front of the frame and steering device**
Local Applications (No Type Date): CA 2293106 A 19991223
Priority Applications (No Type Date): CA 2256944 A 19981223

13/AN,AZ,TI/13 (Item 13 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013361517
Snowmobile **with reinforced pyramidal upper support frame has frame with steering column supporting ski assembly and engine placed on the cradle mount**
Local Applications (No Type Date): CA 2293104 A 19991223; US 2000246110 P 20001107; US 2001877064 A 20010611; US 2000237384 P 20001004; US 2001877212 A 20010611; US 99167614 P 19991126; US 99472134 A 19991223; US 2001877188 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000251263 P 20001205; US 2001877214 A 20010611; US 99167614 P 19991126; US 2001275105 P 20010313; US 2001928458 A 20010814; US 99472133 A 19991223; US 99472134 A 19991223; US 2000252404 P 20001122; US 2001877213 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000246110 P 20001107 ; US 2001877064 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000246110 P 20001107; US 2001877064 A 20010611; US 2002141134 A 20020509; US 2002141135 A 20020509 ; US 99167614 P 19991126; US 99472133 A 19991223; US 99472134 A 19991223; US 2000252404 P 20001122; US 2001877213 A 20010611; US 99167614 P 19991126; US 99472133 A 19991223; US 99472134 A 19991223; US 2000252404 P 20001122; US 2001877213 A 20010611; US 2002226221 A 20020823; US 99167614 P 19991126; US 99472134 A 19991223; US 2000237384 P 20001004; US 2001877212 A 20010611; US 2002294892 A 20021115; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000246110 P 20001107; US 2001877064 A 20010611; US 2002141134 A 20020509; US 99472133 A 19991223; US 2000237384 P 20001004; US 2001877212 A 20010611; US 99167614 P 19991126; US 99472134 A 19991223; US 2001877188 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000251263 P 20001205; US 2001877214 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000251263 P 20001205; US 2001877214 A 20010611; US 2003634911 A 20030806
Priority Applications (No Type Date): CA 2256944 A 19981223

13/AN,AZ,TI/14 (Item 14 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

012901421
Adjustable windscreen assembly for an open-air vehicle such as a snow mobile **or motorcycle**
Local Applications (No Type Date): CA 2262038 A 19990215
Priority Applications (No Type Date): CA 2229679 A 19980216

13/AN,AZ,TI/15 (Item 15 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

011099990
Snowmobile **drive clutch mounting arrangement - has speed responsive mechanism connected to driving pulley and adapted to effect progressive variation in drive ratio of transmission as speed of rotation of pulley and output torque of pulley are altered**
Local Applications (No Type Date): CA 2153101 A 19950630; US 95426918 A

19950421; CA 2153101 A 19950630
Priority Applications (No Type Date): US 95426918 A 19950421

13/AN,AZ,TI/16 (Item 16 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

011099989
Snowmobile **with drive train configuration - has speed reduction mechanism carried on engine including output member that is coupled to drive variable ratio belt drive transmission system**
Local Applications (No Type Date): CA 2153100 A 19950630; US 95426919 A 19950421
Priority Applications (No Type Date): US 95426919 A 19950421

13/AN,AZ,TI/17 (Item 17 from file: 349)
DIALOG(R)File 349:(c) 2004 WIPO/Univentio. All rts. reserv.

01041225
THREE-WHEELED VEHICLE WITH A CONTINUOUSLY VARIABLE TRANSMISSION
VEHICULE A TROIS ROUES AVEC TRANSMISSION A VARIATION EN CONTINU
Application: WO 2003CA248 20030224 (PCT/WO CA0300248)

13/AN,AZ,TI/18 (Item 18 from file: 349)
DIALOG(R)File 349:(c) 2004 WIPO/Univentio. All rts. reserv.

01040827
COMPONENTS FOR A THREE-WHEELED VEHICLE TO PERMIT LEANING OF THE DRIVER
PIECES POUR VEHICULE A TROIS ROUES PERMETTANT AU CONDUCTEUR DE SE PENCHER
Application: WO 2003CA249 20030224 (PCT/WO CA0300249)

13/AN,AZ,TI/19 (Item 19 from file: 349)
DIALOG(R)File 349:(c) 2004 WIPO/Univentio. All rts. reserv.

01040826
A THREE-WHEELED VEHICLE HAVING A SPLIT RADIATOR AND AN INTERIOR STORAGE COMPARTMENT
VEHICULE A TROIS ROUES COMPRENANT UN RADIATEUR SUBDIVISE ET UN COMPARTIMENT DE STOCKAGE INTERIEUR
Application: WO 2002CA1565 20021018 (PCT/WO CA0201565)

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?show files;ds
File 347:JAPIO Nov 1976-2004/Jun(Updated 041004)
         (c) 2004 JPO & JAPIO
File 350:Derwent WPIX 1963-2004/UD,UM &UP=200466
         (c) 2004  Thomson Derwent
File 371:French Patents 1961-2002/BOPI 200209
         (c) 2002 INPI.  All rts. reserv.

Set     Items   Description
S1       2218   SNOWMOBILE? ? OR SKIMOBILE? ? OR (SNOW OR SKI)()(MOBILE? ?
             OR DOO? ?) OR (SNO OR ARCTIC OR ARTIC)()(CAT OR CATS)
S2    3152496   POSITION OR ATTITUDE OR POSTURE OR BALANCE OR PLACEMENT OR
             SEAT OR CARRIAGE OR STANCE OR BALANCE OR ORIENTATION OR ALIGN-
             MENT OR INCLINATION OR BEARING
S3     868079   RIDER? ? OR USER? ? OR DRIVER? ? OR OPERATOR? ? OR MOTORIS-
             T? ? OR SNOWMOBILER? ? OR SNOWMOBILIST? ? OR SNO()CATTER? ?
S4      31890   (CENTER OR CENTRE)(2W)(GRAVITY OR MASS OR PRESSURE OR PERC-
             USSION) OR CENTROID OR METACENTER OR METACENTRE OR META()(CEN-
             TER OR CENTRE)
S5      54796   S2(7N)S3
S6          0   S1(S)S4(S)S5
S7         27   S1 AND (S2 OR S3) AND S4
S8        891   IC=(B62M-027? OR B62M-029?)
S9          8   S7 AND S8
S10        11   S1(S)(S2 OR S3)(S)S4
S11        14   S9 OR S10
S12        14   IDPAT (sorted in duplicate/non-duplicate order)
S13        14   IDPAT (primary/non-duplicate records only)
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13/3,K/2 (Item 2 from file: 350)
DIALOG(R)File 350:Derwent WPIX

016359211 **Image available**
WPI Acc No: 2004-517115/200449
Related WPI Acc No: 2002-302860; 2002-489177; 2003-111680; 2003-721290
XRPX Acc No: N04-409769

Engine and drive train assembly for snowmobile **, has carburetor provided at engine in front engine compartment of chassis and positioned towards front of chassis**

Patent Assignee: FORMULA FAST RACING (FORM-N)
Inventor: KARPIK G J
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 20040134702	A1	20040715	US 98114330	P	19981231	200449 B
			US 99130000	P	19990419	
			US 99476223	A	19991230	
			US 200117214	A	20011214	
			US 2002202603	A	20020724	
			US 2003397709	A	20030326	
			US 2004751776	A	20040105	

Priority Applications (No Type Date): US 2004751776 A 20040105; US 98114330 P 19981231; US 99130000 P 19990419; US 99476223 A 19991230; US 200117214 A 20011214; US 2002202603 A 20020724; US 2003397709 A 20030326
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20040134702	A1		25	B62M-027/02	Provisional application US 98114330
					Provisional application US 99130000
					Div ex application US 99476223
					Div ex application US 200117214
					Cont of application US 2002202603
					Cont of application US 2003397709
					Div ex patent US 6357543
					Div ex patent US 6499551
					Cont of patent US 6561302
					Cont of patent US 6691812

Engine and drive train assembly for snowmobile **, has carburetor provided at engine in front engine compartment of chassis and positioned towards front...**

Abstract (Basic):
... For **snowmobile** .
...
...Achieves lowering **center** of **gravity** and reducing overall length of engine. Minimizes occurrence of vapor lock and engine flooding
...Title Terms: **SNOWMOBILE** ;
International Patent Class (Main): **B62M-027/02**

13/3,K/4 (Item 4 from file: 350)
DIALOG(R)File 350:Derwent WPIX

016080325 **Image available**
WPI Acc No: 2004-238186/200422
XRPX Acc No: N04-188881

Snowmobile **, has drive assembly with drive belt to contact ground surface, and cylinder block assembly canted to incline bore axis from vertical axis and balancer shaft axis on crankshaft axis**

Patent Assignee: YAMAHA HATSUDOKI KK (YMHA); YAMAHA MOTOR CO LTD (YMHA)
; YAMAMOTO M (YAMA-I)
Inventor: YAMAMOTO M
Number of Countries: 034 Number of Patents: 004
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
US 20040040768	A1	20040304	US 2003648024	A	20030826	200422	B
JP 2004084552	A	20040318	JP 2002246408	A	20020827	200422	
CA 2438507	A1	20040227	CA 2438507	A	20030827	200422	
EP 1396366	A1	20040310	EP 200319297	A	20030826	200422	

Priority Applications (No Type Date): JP 2002246408 A 20020827
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20040040768	A1		14	B62M-027/02	
JP 2004084552	A		14	F02B-077/00	
CA 2438507	A1	E		B62D-055/07	
EP 1396366	A1	E		B60K-005/02	

Designated States (Regional): AL AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LT LU LV MC MK NL PT RO SE SI SK TR

Snowmobile , **has drive assembly with drive belt to contact ground surface, and cylinder block assembly canted...**

Abstract (Basic):
... The **snowmobile** (10) has drive assembly with a drive belt to contact ground surface to propel **snowmobile** . An engine body is supported by frame assembly has a crankshaft journaled within a crankcase...
... The **snowmobile** component layout provides improved stability and ride comfort. The component arrangement lowers the **center** of **gravity** of the **snowmobile** and provides improved traction of the drive assembly. The component arrangement places the components of the **snowmobile** in a compact manner without impairing the function of the components...

...The drawing shows a side elevational view of a **snowmobile** .
...

... **Snowmobile** (10
Title Terms: **SNOWMOBILE** ;
...International Patent Class (Main): **B62M-027/02**

13/3,K/5 (Item 5 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2004 Thomson Derwent. All rts. reserv.

015521365 **Image available**
WPI Acc No: 2003-583512/200355
XRPX Acc No: N03-464415
High-pressure fuel pump installation structure of snow mobiles **, has pump positioned forward of axial center of crank shaft of engine and lower than air supply and exhaust apparatus inlet**
Patent Assignee: SUZUKI KK (SUZM)
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
JP 2003214277	A	20030730	JP 200215586	A	20020124	200355	B

Priority Applications (No Type Date): JP 200215586 A 20020124
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
JP 2003214277	A		8	F02M-039/02	

High-pressure fuel pump installation structure of snow mobiles **, has pump positioned forward of axial center of crank shaft of engine and lower than...**

Abstract (Basic):
... The engine (20) is mounted so that the engine cylinder is inclined towards the **center** of **gravity** point of the **snow mobile** with the crank shaft orthogonal to the vehicle axis. The high pressure fuel pump (80...
... For **snow mobiles** .
...

...Lowers **center** of **gravity** positions of **snow mobile** , as fuel pump is configured below the level of inlet pipe of air supply and...

...The figure shows the partially notched side view of **snow mobile** .

...Title Terms: **POSITION** ;
International Patent Class (Additional): **B62M-027/02** ...

13/3,K/10 (Item 10 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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010443692
WPI Acc No: 1995-345009/199545
Related WPI Acc No: 2002-090601
XRPX Acc No: N95-257905
Snowmobile **with compact drive assembly - includes frame side members forming transmission case for drive belt assembly**
Patent Assignee: YAMAHA HATSUDOKI KK (YMHA); YAMAHA MOTOR CO LTD (YMHA)
Inventor: MARIER G J; MOATS T O; TAKADA K
Number of Countries: 003 Number of Patents: 005
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
CA 2125417	A	19950819	CA 2125417	A	19940608	199545	B
JP 7228287	A	19950829	JP 94283041	A	19941117	199545	
JP 7228288	A	19950829	JP 94283040	A	19941117	199545	
US 5660245	A	19970826	US 94198762	A	19940218	199740	
CA 2125417	C	20000516	CA 2125417	A	19940608	200038	

Priority Applications (No Type Date): US 94198762 A 19940218
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2125417	A		35	B62D-055/07	
JP 7228287	A		7	B62M-027/02	
JP 7228288	A		7	B62M-027/02	
US 5660245	A		14	B62M-027/02	
CA 2125417	C	E		B62D-055/07	

Snowmobile **with compact drive assembly...**

...Abstract (Basic): A **snowmobile** includes a built-up frame assembly that forms a cradle in which the engine is...

...The **snowmobile** is steered by a shaft that extends across the top of the engine and through...

...positioning of the transmission inboard of the frame permits the use of a forwardly positioned **seat** with foot rests disposed outwardly of the transmission, but closely adjacent the sides of the...

...Design structure enables the components parts to be laid out so as to improve the **centre** of **gravity** of the **snowmobile** and to **position**

the major components so that they will exert a large portion of their weight on the drive belt. More comfortable seating for **driver** with **driver** 's legs placed outside the transmission assembly without being unduly splayed...

...Abstract (Equivalent): A **snowmobile** comprised of a frame assembly including a pair of spaced-apart side portions suspended from...

...transmission means being positioned substantially entirely within the lateral confines of said frame portions, a **seat** carried by said frame assembly in proximity to and to the rear of said internal...

...carried by said frame means on opposite sides thereof to accommodate the feet of a **rider** seated upon said **seat** , one of said foot rests being juxtaposed transversely outwardly of said one transmission means and...

Title Terms: **SNOWMOBILE** ;

...International Patent Class (Main): **B62M-027/02**

13/AN,AZ,TI/1 (Item 1 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016435013
Snowmobile **has air box assembly positioned in front of engine such that air silencer is in fluid communication with throttle body assembly of engine**
Local Applications (No Type Date): US 2002290844 A 20021107
Priority Applications (No Type Date): US 2002290844 A 20021107

13/AN,AZ,TI/2 (Item 2 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016359211
Engine and drive train assembly for snowmobile **, has carburetor provided at engine in front engine compartment of chassis and positioned towards front of chassis**
Local Applications (No Type Date): US 98114330 P 19981231; US 99130000 P 19990419; US 99476223 A 19991230; US 200117214 A 20011214; US 2002202603 A 20020724; US 2003397709 A 20030326; US 2004751776 A 20040105
Priority Applications (No Type Date): US 2004751776 A 20040105; US 98114330 P 19981231; US 99130000 P 19990419; US 99476223 A 19991230; US 200117214 A 20011214; US 2002202603 A 20020724; US 2003397709 A 20030326

13/AN,AZ,TI/3 (Item 3 from file: 350)
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016319615
Snowmobile **drive train for propelling** snowmobile **, has bearings that rotatably support drive shaft, and which are disposed completely within interior of drive track**
Local Applications (No Type Date): US 2001317892 P 20010907; US 2001318151 P 20010907; US 2002137970 A 20020503
Priority Applications (No Type Date): US 2002137970 A 20020503; US 2001317892 P 20010907; US 2001318151 P 20010907

13/AN,AZ,TI/4 (Item 4 from file: 350)
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016080325
Snowmobile **, has drive assembly with drive belt to contact ground surface, and cylinder block assembly canted to incline bore axis from vertical axis and balancer shaft axis on crankshaft axis**
Local Applications (No Type Date): US 2003648024 A 20030826; JP 2002246408 A 20020827; CA 2438507 A 20030827; EP 200319297 A 20030826
Priority Applications (No Type Date): JP 2002246408 A 20020827

13/AN,AZ,TI/5 (Item 5 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015521365
High-pressure fuel pump installation structure of snow mobiles **, has pump positioned forward of axial center of crank shaft of engine and lower than air supply and exhaust apparatus inlet**
Local Applications (No Type Date): JP 200215586 A 20020124
Priority Applications (No Type Date): JP 200215586 A 20020124

13/AN,AZ,TI/6 (Item 6 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014539632
Snowmobile for transportation and recreation, includes torus shaped inflatable bladder, inflation medium and deployment subsystem
Local Applications (No Type Date): US 2000643810 A 20000822
Priority Applications (No Type Date): US 2000643810 A 20000822

13/AN,AZ,TI/7 (Item 7 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

012766329
Manually operated snowmobile lifting and carrying machine
Local Applications (No Type Date): CA 2212260 A 19970908
Priority Applications (No Type Date): CA 2212260 A 19970908

13/AN,AZ,TI/8 (Item 8 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

011131526
Auxiliary sear for snowmobile - has rigid U-shaped seat frame defining web and two transverse elongated side legs, and finger projecting from each side leg front edge portion, with side leg outer end releasably engaging into corresponding bracket channel
Local Applications (No Type Date): CA 2149073 A 19950510; CA 2149073 A 19950510
Priority Applications (No Type Date): CA 2149073 A 19950510

13/AN,AZ,TI/9 (Item 9 from file: 350)
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010845602
Snowmobile carrier for pickup truck - has base for mounting in box of truck, and ramp removably mounted in base, and frame pivotally mounted on post for rotation between horizontal rest position and inclined position
Local Applications (No Type Date): CA 2134482 A 19941027
Priority Applications (No Type Date): CA 2134482 A 19941027

13/AN,AZ,TI/10 (Item 10 from file: 350)
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010443692
Snowmobile **with compact drive assembly - includes frame side members forming transmission case for drive belt assembly**
Local Applications (No Type Date): CA 2125417 A 19940608; JP 94283041 A 19941117; JP 94283040 A 19941117; US 94198762 A 19940218; CA 2125417 A 19940608
Priority Applications (No Type Date): US 94198762 A 19940218

13/AN,AZ,TI/11 (Item 11 from file: 350)
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001226635
Trollies for transport of a snowmobile - are pivotable to lift rear, and have grooves for skis, respect.
Priority Applications (No Type Date): US 72263396 A 19720531

13/AN,AZ,TI/12 (Item 12 from file: 347)
DIALOG(R)File 347:(c) 2004 JPO & JAPIO. All rts. reserv.

08048516

FOUR CYCLE ENGINE MOUNTED ON **SNOWMOBILE**

APPL. NO.: 2004-046342 [JP 200446342]
Division of 2001-257845 [JP 2001257845]

13/AN,AZ,TI/13 (Item 13 from file: 347)
DIALOG(R)File 347:(c) 2004 JPO & JAPIO. All rts. reserv.

07571224
AUXILIARY MACHINERY ARRANGEMENT STRUCTURE OF ENGINE FOR SNOWMOBILE

APPL. NO.: 2001-257846 [JP 2001257846]

13/AN,AZ,TI/14 (Item 14 from file: 347)
DIALOG(R)File 347:(c) 2004 JPO & JAPIO. All rts. reserv.

07569636
SNOWMOBILE WITH 4-CYCLE ENGINE

APPL. NO.: 2001-257845 [JP 2001257845]

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        (c) 2004 Sport Information Resource Centre
File 94:JICST-EPlus 1985-2004/Sep W3
        (c)2004 Japan Science and Tech Corp(JST)
File 111:TGG Natl.Newspaper Index(SM) 1979-2004/Oct 20
        (c) 2004 The Gale Group

Set     Items   Description
S1       1694   SNOWMOBILE? ? OR SKIMOBILE? ? OR (SNOW OR SKI)()(MOBILE? ?
            OR DOO? ?) OR (SNO OR ARCTIC OR ARTIC)()(CAT OR CATS)
S2    2819680   POSITION OR ATTITUDE OR POSTURE OR BALANCE OR PLACEMENT OR
            SEAT OR CARRIAGE OR STANCE OR BALANCE OR ORIENTATION OR ALIGN-
            MENT OR INCLINATION OR BEARING
S3    1575475   RIDER? ? OR USER? ? OR DRIVER? ? OR OPERATOR? ? OR MOTORIS-
            T? ? OR SNOWMOBILER? ? OR SNOWMOBILIST? ? OR SNO()CATTER? ?
S4      57785   (CENTER OR CENTRE)(2W)(GRAVITY OR MASS OR PRESSURE OR PERC-
            USSION) OR CENTROID OR METACENTER OR METACENTRE OR META()(CEN-
            TER OR CENTRE)
S5      20090   S2(7N)S3
S6          0   S1(S)S4(S)S5
S7          0   S1 AND S4 AND S5
S8          0   S1(S)S3(S)S4
S9          0   S1 AND S3 AND S4
S10         3   S1 AND S4
S11         2   RD (unique items)
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11/3,K/1 (Item 1 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

00454954 E.I. Monthly No: EI7505035004 E.I. Yearly No: EI75081502
Title: DETERMINATION OF MOMENT-OF-INERTIA BY EXPERIMENTAL METHODS.
Author: Newhouse, T. C.; Pavelic, Vjekoslav
Corporate Source: Univ of Wis, Milwaukee
Source: American Society of Mechanical Engineers (Paper) n 75-DE-29 for Meet Apr 21-24 1975, 7 p
Publication Year: 1975
CODEN: ASMSA4 ISSN: 0402-1215
Language: ENGLISH

...Abstract: methods are discussed briefly and one application for finding the moment-of-inertia of a **snowmobile** is explained in detail. The method has advantages in being capable of locating the **center** -of- **gravity** in three dimensions and finding the moment-of-inertia about one axis without moving the...
Identifiers: MOMENT OF INERTIA; **SNOWMOBILES**

11/3,K/2 (Item 1 from file: 94)
DIALOG(R)File 94:JICST-EPlus

01386447 JICST ACCESSION NUMBER: 91A0852237 FILE SEGMENT: JICST-E
Study on Improvement of Mobility for Ski-Ground Maintenance Vehicle.
OISHI YOSHIHIRO (1); JOMEN KATSUMASA (2); GOMI IZUO (2); KITO YUJI (2)
(1) Mitsubishi Heavy Industries, Ltd., Takasago Technical Inst.; (2) Mitsubishi Heavy Industries, Ltd., Sagamihara Machinery Works
Mitsubishi Juko Giho, 1991, VOL.28,NO.5, PAGE.473-477, FIG.11, TBL.4, REF.3
JOURNAL NUMBER: G0327AAU ISSN NO: 0387-2432 CODEN: MIJGA
UNIVERSAL DECIMAL CLASSIFICATION: 629.33.017
LANGUAGE: Japanese COUNTRY OF PUBLICATION: Japan
DOCUMENT TYPE: Journal
ARTICLE TYPE: Original paper
MEDIA TYPE: Printed Publication

...ABSTRACT: ski-ground maintenance vehicles. Secondly we have clarified the effects of the position of the **center** of **gravity** and the shoe arrangement to the vehicle mobility by theoretical calculation, model vehicle experiment, and...
DESCRIPTORS: **snowmobile** ; ...

... **center** of **gravity** ;

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File  9:Business & Industry(R) Jul/1994-2004/Oct 20
         (c) 2004  The Gale Group
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Set     Items   Description
S1      10799   SNOWMOBILE? ? OR SKIMOBILE? ? OR (SNOW OR SKI)()(MOBILE? ?
             OR DOO? ?) OR (SNO OR ARCTIC OR ARTIC)()(CAT OR CATS)
S2    5185343   POSITION OR ATTITUDE OR POSTURE OR BALANCE OR PLACEMENT OR
             SEAT OR CARRIAGE OR STANCE OR BALANCE OR ORIENTATION OR ALIGN-
             MENT OR INCLINATION OR BEARING
S3    4997960   RIDER? ? OR USER? ? OR DRIVER? ? OR OPERATOR? ? OR MOTORIS-
             T? ? OR SNOWMOBILER? ? OR SNOWMOBILIST? ? OR SNO()CATTER? ?
S4      27171   (CENTER OR CENTRE)(2W)(GRAVITY OR MASS OR PRESSURE OR PERC-
             USSION) OR CENTROID OR METACENTER OR METACENTRE OR META()(CEN-
             TER OR CENTRE)
S5      88531   S2(7N)S3
S6          2   S1(S)S4(S)S5
S7          5   S1(10N)S4
S8          5   S6 OR S7
S9          2   S8 NOT PY>1998
S10         2   S9 NOT PD=19981224:20041130
S11         1   RD (unique items)
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11/3,K/1 (Item 1 from file: 47)
DIALOG(R)File 47:Gale Group Magazine DB(TM)

05160970 SUPPLIER NUMBER: 20158717 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Blizzard of '98. (new models of snowmobiles) (includes related articles on Yamaha SRX 700 and SRX 600 snowmobiles and Ski-Doo's snowmobile components)
Gromer, Cliff
Popular Mechanics, v175, n1, p47(5)
Jan, 1998
ISSN: 0032-4558 LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 2574 LINE COUNT: 00200

... Tunnel provides increased area for the full range of rear suspension travel without raising the **rider** 's **position** . This helps keep the **center** of **gravity** low. **Arctic Cat** also gives its mountain machines an edge with a 2-in.-deep lug track -- the...